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MARCH 1961 25c



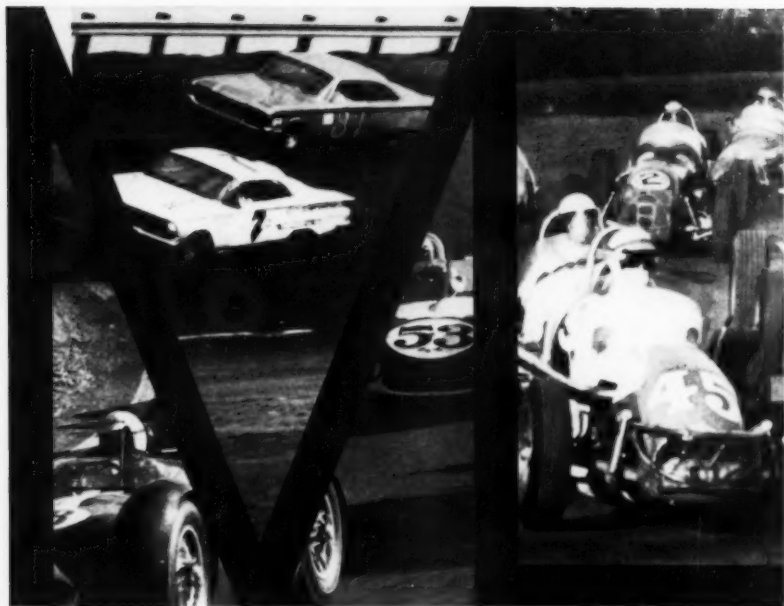
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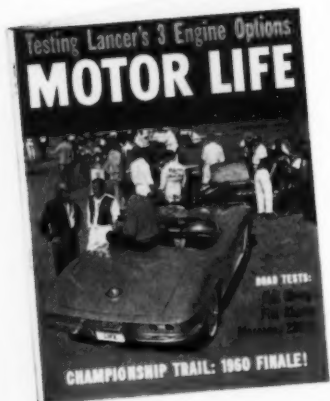


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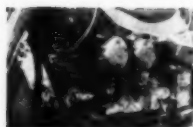
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## FROM 4 TO 8



## MAD SCRAMBLES



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technical editor  
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**MARCH, 1961**

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**T**HERE WAS A TIME — and not too many years ago at that — when Detroit automotive stylists could pick up a few ideas from the customizing set. Today finds a number of talented designers at work in the motor city who have come up through the ranks of car enthusiasts and are plying their talents on the sketchpad, drawing board or modeling table. These men well remember the days when we used to *fix up* our cars in order to provide ourselves with more comfort, power and style and have less frills than what we could buy at the local car agency. The clean customs of the post World War II era inspired many young men to consider the field of transportation design.

Do the men who control what the passenger cars of the future will look like eagerly and intently scan the latest rod and custom magazines, attend the major car shows and visit the big custom shops to find out the trend of individual taste in customized cars? They do not, for now, ironically enough, the shoe is on the other foot. Today's *average* show-winning custom shows little originality to the professional designer who may attend a show for pure grins. He runs a critical eye over the button-tufted upholstery, taillight lenses from the newest cars put into everything from last year's model to a 'T' and stock components chrome plated for the pure reason of being easily removed and not too big for the plater's tanks.

Despite a few exceptions that prove the rule the '61 cars are cleaner in appearance than most so-called 'show cars'. The metallic base paints so long associated with only the glitter wagons are now available from the factory, and upholstery is often of better quality and design than what the custom stuffers and padders come up with; certainly more practical and comfortable than the frieze and velvet, diamonded and tufted creations in many exhibit cars. The contemporary iron from Michigan may be lowered a little if the owner desires without sacrifice of ride or appearance. No doubt these have been made lower to conform to custom practices in the past which showed that a car looked sleeker when lowered a proper amount, but what can today's designer learn from 1" ground clearance? We have moved with uncontrolled impetus from the sublime to the ridiculous.

Has not the time arrived to stand back and look at the monsters we have created? Let's call a spade a spade and not a diamond. The war cry of, "I've got more chrome, upholstery, bullets in my grille and flippers on my hubcaps than you do!" has got to cease or...

What will be the outcome? Perhaps a silver lining exists after all. Detroit, led astray by the carshows, will assume the public wants the type of cars found there and turns out paneled, scalloped and tufted cars for the masses. We customizers will react by cleaning them up. ●

lynn wineland

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## OUR READERS WRITE - or wrong

... AND WE HEARTILY CONCUR!

Hooray! Hooray! Hooray!

It's about time somebody with a little influence spoke out against decadent looking "show cars."

During the past three or four years, top award-winning customs have become increasingly grotesque. I was reminded of this only too well at the National Custom Car Show in Detroit. I can only say I'm sorry I bothered to go. With a few exceptions the "cars" in the show generally turned my stomach. Scallop paint jobs are bad enough, but when they're applied over scoopy, bumpy, hacked-up cars they're even worse.

Two cars at the show in particular really irked me. One was a pearl white '36 Ford Coupe which I think should be called "The Tragedy." The other was also pearl white and could have been either a '53-'54 Chevy or a '53 Olds hard-top. The top was chopped so much it resembled an M-48 tank. The body, which was riding on the ground was so thoroughly hashed-up I at first thought it was the result of a fatal accident. Such things as angel hair in engine compartments, rolled and pleated Naugahyde wheel wells, irrational lowering and kookie paint jobs have just got to go.

Don't get the idea I'm against customs, because I'm not. However, my pet term is "A thing is beautiful only if it's practical," and certainly many of today's show cars are not practical. The '49 Chevy on page 22 of your December issue is my idea of a beautiful custom even if it is too close to the ground for comfort.

Again congratulations for your fine editorial and may the show judges get their bleary eyes focused!

Jim Breidenbach

Cincinnati, Ohio

### SOME SOUND, FIRM IDEAS

In regard to "the Startling Line" of the January, 1961, issue of Rod & Custom Magazine:

My friends and I have been talking

among ourselves about current hot rod magazines, and have come to the conclusion that they have come steadily downhill in the last few years. Why is this? We have discussed this and come to the conclusion that the primary reason is the absence of good, informative, how-to-do-it articles on basic things such as engine swaps, early-Ford chassis improvements, specific engine hop-ups, and customizing fundamentals which used to appear every month in abundance.

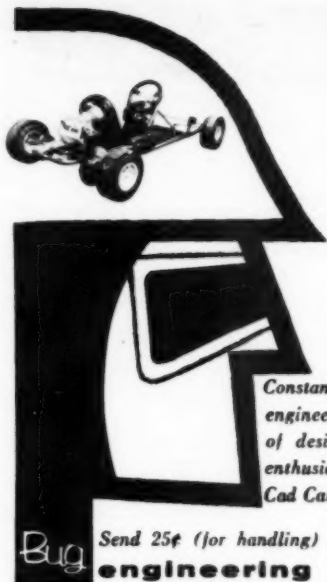
One of your technical writers, Bob Pendergast, points out the very small number of participants at Bonneville this year. What is the trouble here? It seems that just as he says, the individuals of today believe they have to have a streamliner or bellytank in order to compete at Bonneville, so they settle for putting trivial things such as nerf bars, flipper hubcaps, and spotlights on their cars, whether '49 Fords or '59 Impalas. Covering the installation of these things in your magazine is O.K., but not when they are all that is offered.

continued on p. 10



"Next time, we'll try popping the 'Chute AFTER the engine is shut down..."

ROD & CUSTOM



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## OUR READERS WRITE - or wrong

continued from p. 8

After all, most of these installations are adequately covered in instruction sheets. If you featured articles on building and running cars, such as tuning (perhaps by your technical editor, Les Ritchey of Performance Associates), maybe there would be more interest in events such as the Bonneville Speed Trials. Also let it be known that you don't have to be a rich man to have a better-than-stock car. I have a buddy who put a DeSoto V-8 in his '50 Plymouth - total cost including the car was under \$200.

As to the 2-stroke engine article, it was very interesting and informative, but what is it doing in Rod & Custom Magazine? As long as you have a magazine just for karting, why not put articles like the latter in it, and leave the space it requires for articles pertaining to cars. Believe me, I'm not against karts, I have one myself. But why not leave them entirely to karting magazines (including the advertisements!), and use your space for articles and ads pertaining to rods and customs.

Articles on individual cars, and coverage on events such as the National Drags, Bonneville, and the Oakland Roadster Show are definitely what we want to see, so please continue them as you have done in the past. Also the columns such as "Tech Specs" and "Our Readers Write" are very worthwhile, and we hope to see them continue.

Thank you so much for your time and interest. I only hope I have related to you what you wanted to know about desires and ideas on improving your magazine so that it will be better than ever.

Jim Holmes

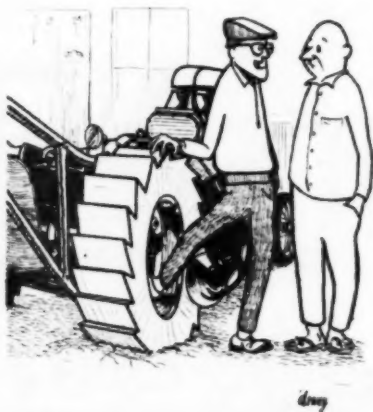
Portland, Oregon

• Real sound ideas, Jim and just what we want to put into R&C. Notice in the upcoming months that an increase of How-to's and early chassis engine swaps, tuning tips, etc., will be working their way back into R&C. No apologies on the two-stroke story - as it stated, this could be the future for rods and we want our readers as hep as any on all phases of engine design and operation. Your ideas and criticisms are always welcome, as are those from all our readers.

### THE AGE-OLD CONVERSION

I have been a Rod & Custom fan for some time. I am only 15 years of age but have a "Model A Ford". I started reading your magazine in April '57, at that time I was only interested in your articles on rods and customs in miniature, but have since traded for the real thing. Unfortunately I do not have all your magazines. We moved about two years ago and the stores nearby do not always carry your magazine. Just recently I came upon the December 1958 issue, when I noticed you had an article on back issues. I noticed three articles that could be a life saver, they are July '57, Nov. '57 and Aug. '57. I have recently purchased a "Model A Ford" in which I would like to put a flathead Ford or Merc. Since I am new to the sport I would like to know what I am doing. I realize it's kind of late for back issues but if it's possible I would be very grateful to know the whereabouts

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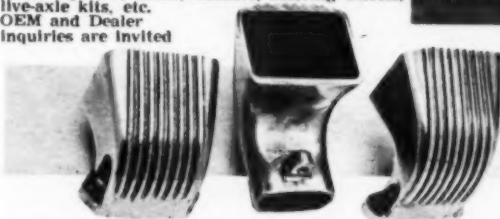


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12

## OUR READERS WRITE

continued from p. 10

of any information about putting flat-heads in a "Model A".

Paul Nelson

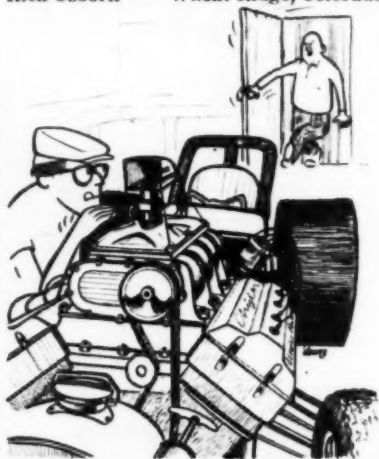
• The issues mentioned are no longer available but R&C is planning to re-run the articles in an early issue.

### THE '32 — GOING AGAIN

In connection with the first half of your November "Starting Line": I think the answer is the new AMT kit 332, the Sport Roadster. It retains the Chrysler eight, the Ford four, and other items that were found in the first kit. The only changes I can see are an injector blower, neater decal sheet, frame and cycle fenders like the coupe has, a rumble seat, and two wells in the fender assembly for mounting the spare tires. Speaking of tires, I think AMT made a change for the worse when they changed the stuff they make tires out of. I've thrown some beautiful fits after waiting two months for whitewalls to dry. The only remedy I can see is to get AMT to fix their trophy series kit tires.

Anybody got another way?

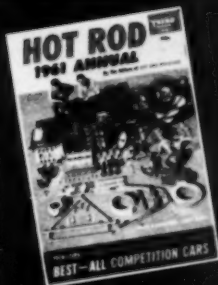
Rick Osborn Wheat Ridge, Colorado



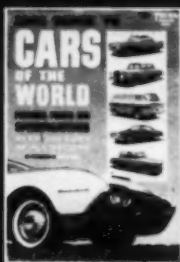
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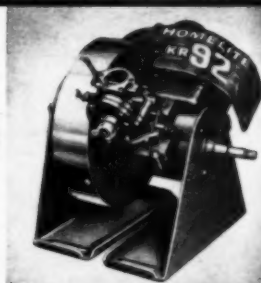
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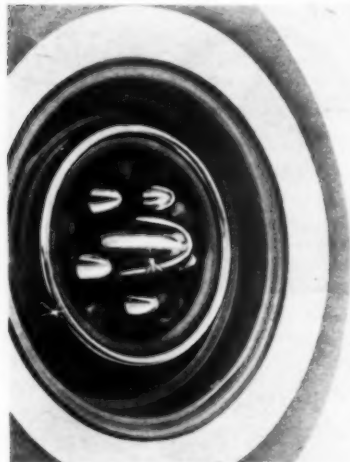
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# - mart

Azusa Engineering announces a new series of competition exhaust headers for West Bend, McCulloch and Clinton kart engines. These headers are fabricated of high strength aluminum, finished with a bright buffed finish and come supplied with socket head cap screws. National Champion Bill Jeffery reports horsepower increases with Azusa headers were found in dyno tests. Headers are priced at \$4.95 each and are available at dealers or by writing Azusa Engineering Co., Inc., Dept. RC-3, 16208 Arrow Highway, Azusa, California.



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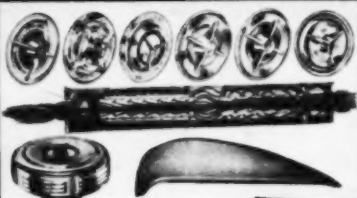
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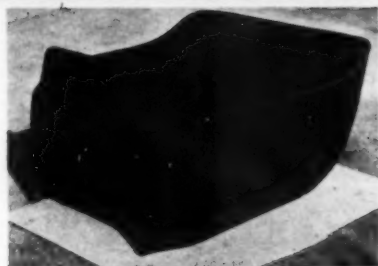


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# - mart



Lee Plastics, designers and manufacturers of distinctive custom-made taillight lenses, announces a new playing card design available for '57 Fords. The new bolt-on lenses are available in heart, spade, diamond or club pattern of translucent red on opaque white background, selling for \$14.95 a pair. Lee Plastics has a broad line of special lenses for most popular cars. For information write: Lee Plastics, Dept. RC-3, 10832 Plymouth Road, Detroit 4, Michigan.



MARCH, 1961

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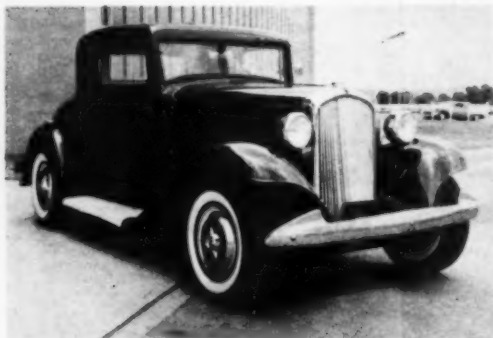
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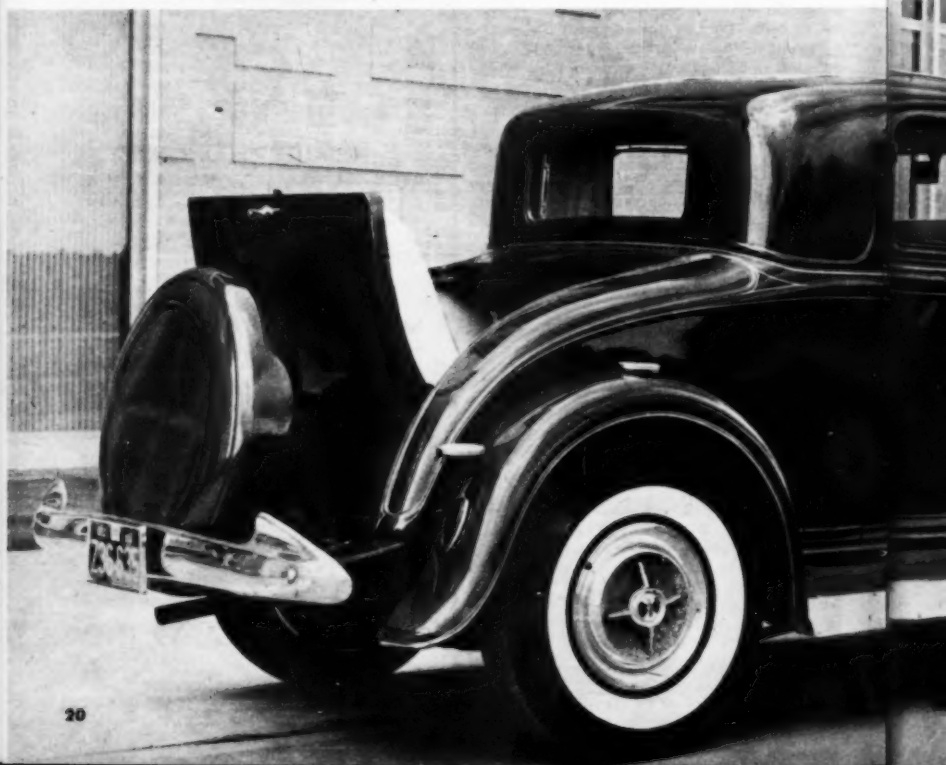
# SURPRISE PACKAGE



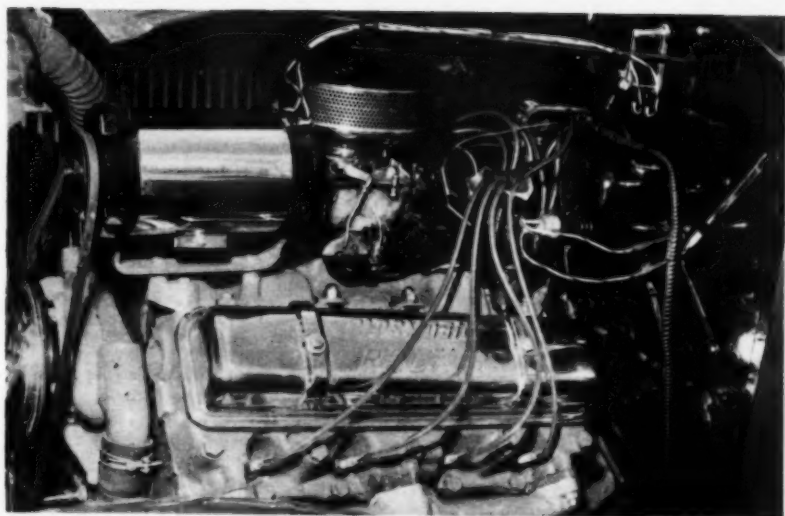
**olds engine  
makes old  
plymouth rock**



Don't let the nearly-stock appearance of Jerry Montgomery's sharp 1932 Plymouth PB4 coupe fool you—under the hood lurks a '50 Olds V8. Engine has been bored to 3 $\frac{3}{8}$  in., has milled, ported, polished heads. Dual-range Hydramatic connects power to '49 Dodge rear end. Exterior of car has been updated mildly by use of tire cover, '39 Ford taillights, '40 Olds bumpers, 15" wheels with whitewalls, spinner hub caps. All four wheels have inside whites. Regal Purple paint is complemented by white pin striping and running board covers. Interior and rumble seats are done in black and white.



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photos by Bob Hegge

# WHAT HATH ROTH WROUGHT?

## *progress report #1 on "the grape of roth"*

By Giuseppe Henning

THE CLOSE OF race season found me deeply involved with the problem of promoting the post-season Grand Prix; a fifty lap affair for claiming cars, on the local  $\frac{1}{4}$  mile.

Needless to say, I had long since ceased to give Roth and the "Grape" much thought. That is until one evening when I was up to my neck in press releases.

The phone rang. The operator asked me if I would accept the charges on a collect call from a Mr. Roth.

"I don't know anyone by the name of Roth", I told her. There was a click followed by silence.

The operator was back a moment later to inform me: "He says he is the weird one who paints on sweat shirts."

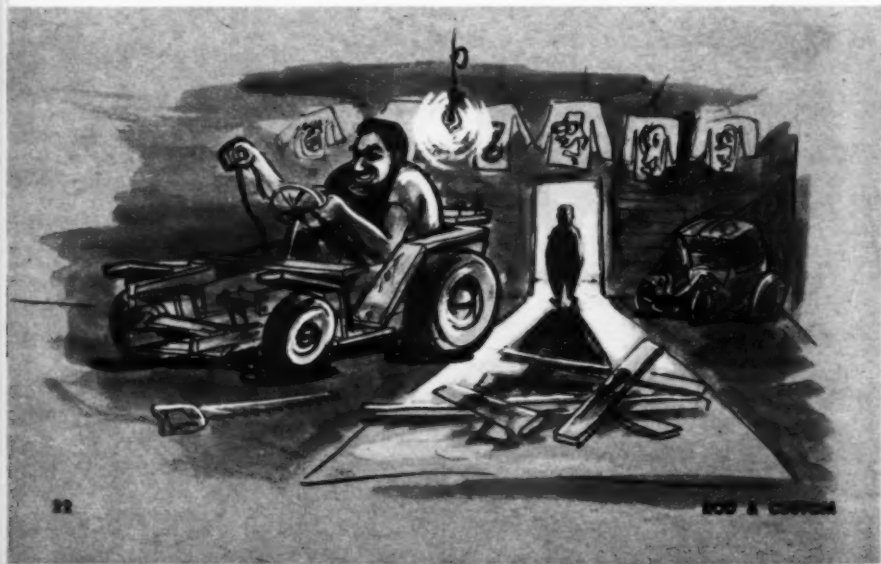
"Oh, *that* one," I said. "O.K., I'll talk to him."

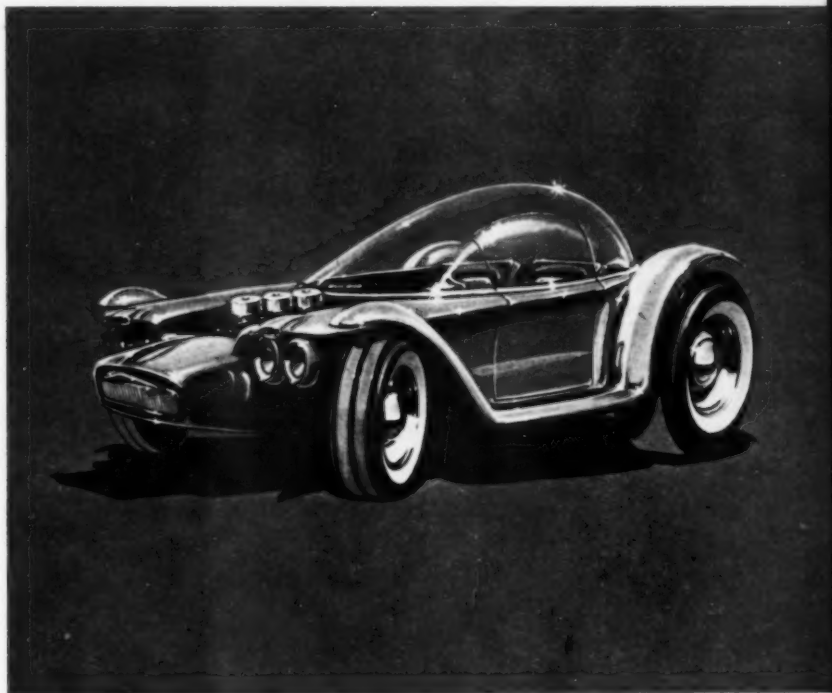
"Dad, like I need your help," the voice on the phone pleaded. "Can you make the scene here like tomorrow?"

"What seems to be the problem," I asked. "Maybe I can help without making the trip."

"Look Dad, you gotta see it to believe it. It's really *far out*," Roth shouted.

"Your problem is solved," I assured him. "All you need to do is move it in closer to the shop. Then..."





Roth cut in with something about me not getting some message or other and went on in his inimitable jargon, from which I finally made out that he was desperately in need of my assistance on the Grape project. I consented to make the trek to Smogtown only if he would pay for the eye drops.

Upon my arrival in the city of thick air, I went directly to the House That Roth Built on Slauson Blvd. It was well after six by the time I got there. The place seemed deserted in the growing darkness but the door was standing ajar, so I went in.

There, sitting alone in the circle of light from one dim bulb, was the weird one... Roth.

From the middle of a pile of slats, he greeted me with a toothy smile. Then,

directing my attention to the wood pile, he exclaimed, "Dig these crazy 'pick-up-sticks'."

"It's pretty—but what is it?," I asked.

"Man, it's the Grape, in mock up," he enthusiastically replied.

"Look Roth," I raged, "Did you get me down here just to see your supply of fire wood?"

"Now, Pops," he soothed. "We do the bit with the plaster tonight and sand it down in the a.m."

Becoming impatient, I asked about the difficulty he was having. Roth, in his own peculiar language, explained that there was a whole new trend in design for show cars and that in some ways the Grape was already obsolete.

"What seems to be the big change," I inquired.

"Bubbles, man, Bubbles," he replied.

**WHAT  
HATH  
ROTH  
WROUGHT?** *continued*

The message was finally coming through. I was to design a bubble top for the Grape.

I told Roth I would have a sketch ready in the morning and left him sitting blissfully on the lumber pile as I headed for the home of my old friend Ritch.

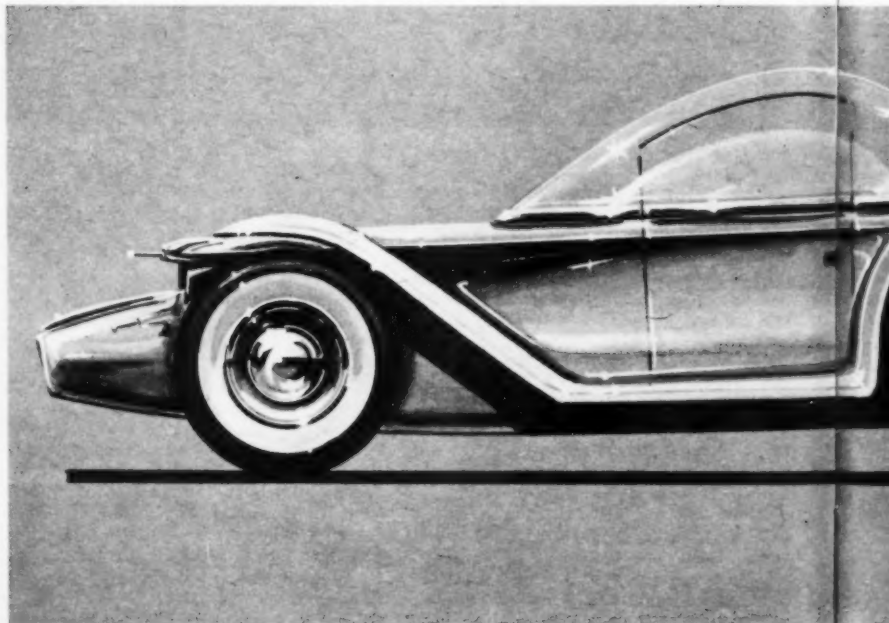
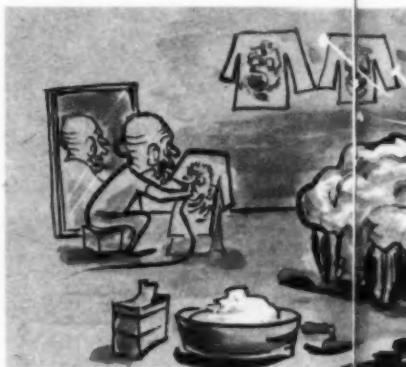
By the time I arrived back at the weird warehouse the next morning, the plaster had hardened into the form of a great glob of hard plaster. Roth was busy with a mallet and chisel converting the hardened plaster into its original powdered state.

In no time the Grape began to take form and Roth turned the sanding over to his helper, a kid called 'Dirty Doug',

to finish it up.

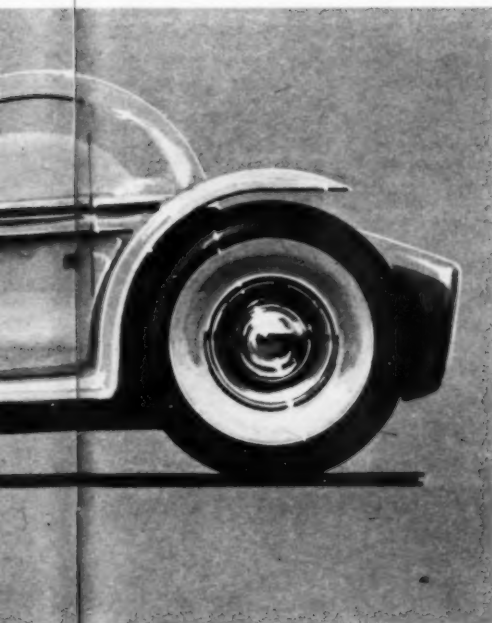
I showed Roth the sketches of the new bubble top. "Man, that's the wildest yet," he screeched.

We discussed the problems of molding the bubble for almost an hour. His assistant finished the plaster male mold



of the Grape and hoisted it off the chassis. As I gazed at the beautiful lines of the Grape swaying gently from the rafters, I commented; "Man, it really swings!"

Roth looked as if he were going to be sick. ●



## LAST MINUTE DATA ON ROTH'S BEATNIK BANDIT

The trend toward weird car design is still on the upswing with no relief in sight. And, with new cars popping up at every auto show throughout the country, it has become necessary to up-date and change some styling points on The Bandit. Even though these changes seem minor, they are important to the overall harmony of design.

The bubble is the big change that takes away any remnant of the past as in the original drawing of The Bandit. A new process which Roth has recently stumbled upon provides unlimited possibilities for the use of plastic bubbles, heretofore impossible.

The antennae scoops over the headlights, while not exactly new to custom cars, do add a futuristic flair to The Bandit. The further addition of the small sculptured fin to the radiator shell, brings the styling of The Bandit up to '61 show standards.

Since the first appearance of The Bandit in R & C, we have been swamped by inquiries about some of its mechanical features, so:

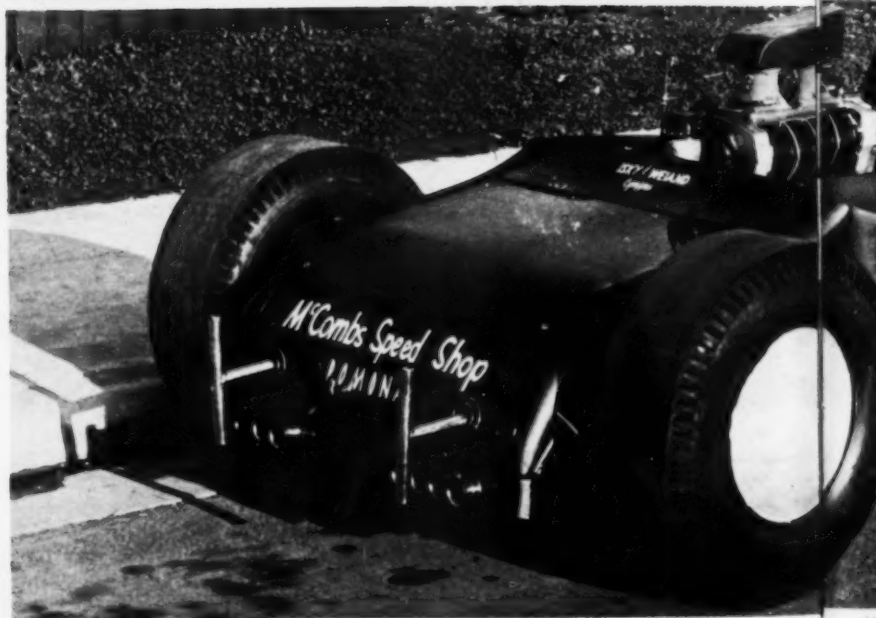
The Bandit is built on a '50 Olds frame shortened to a 90" wheelbase. The engine is moved back and down 2 1/2". The use of reversed wheels is necessary not only for looks but for body clearance. The wheels are 14" with 5.70 rubber in the front and 8.20 slicks in the rear.

The body is one piece, including fenders, and fits snugly over the frame, making fiberglass body-frame lamination easy and making the finished car a truly single-unit package.

The Bandit, when completed to show condition, will be fully equipped with power brakes, power steering, automatic transmission, etc. and will include a few surprise electronic devices which shall remain undisclosed until the car is shown publicly in the near future.

Included in the next progress report will be some photographs of The Bandit under construction plus the finished product, along with costs of parts and body.







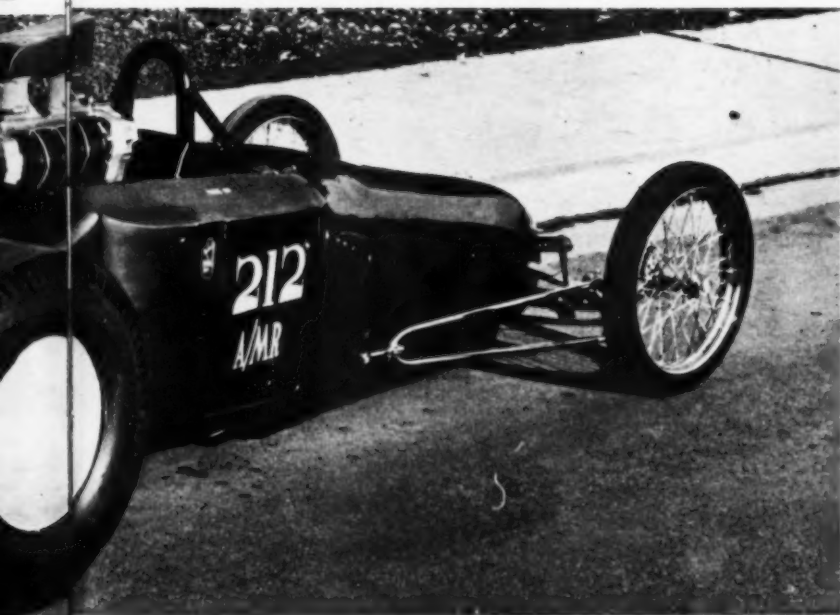
# REYNARD'S RACIN' ROD

sly fox builds  
a rapid roadster

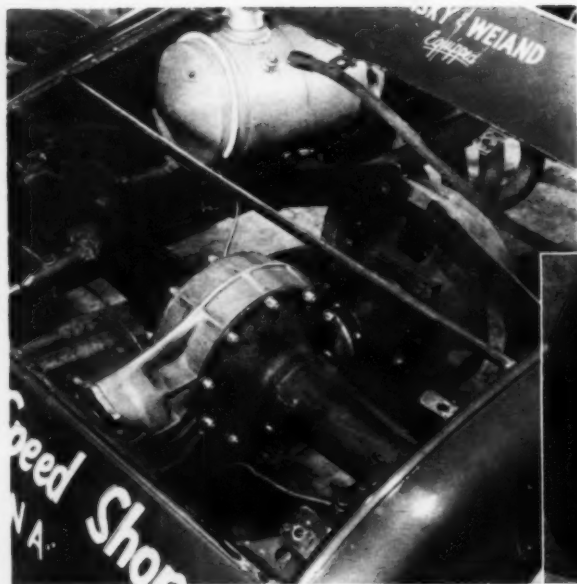
photos by winfred flatt

Legend has it that Reynard the Fox was as slippery a critter as ever roamed the field and was nigh impossible to catch.

A modern-day Reynard is Jim Fox, from Pomona, California, who is also difficult to catch when seated in his roadster. Jim began being rapid with a flathead roadster, then a Cad powered dragster. Then in 1958, he bought the car pictured here from Joaquin Arnett, of San Diego and proceeded to build a very unique and fast machine. The body of the car began life as a '27 Model T roadster and still retains the original lines in spite of extreme lowness. Wedge-shaped nose was built up with streamlining in mind and leaves just enough room for the driver. One of the very few rear-engined modified roadsters running in the U. S., car set record of 184.04 mph at the Reno, Nevada half-mile strip. Quarter-mile record for B/M/R is also held at 149.75 mph in 9.91 seconds. Frame has been made of tubing from PBY wing struts. Wheelbase is 101", while rear tread width is 54" and front tread is 40". Brilliant translucent purple paint adds to the good looks of a very fast car. Anyone for chasing Reynard?



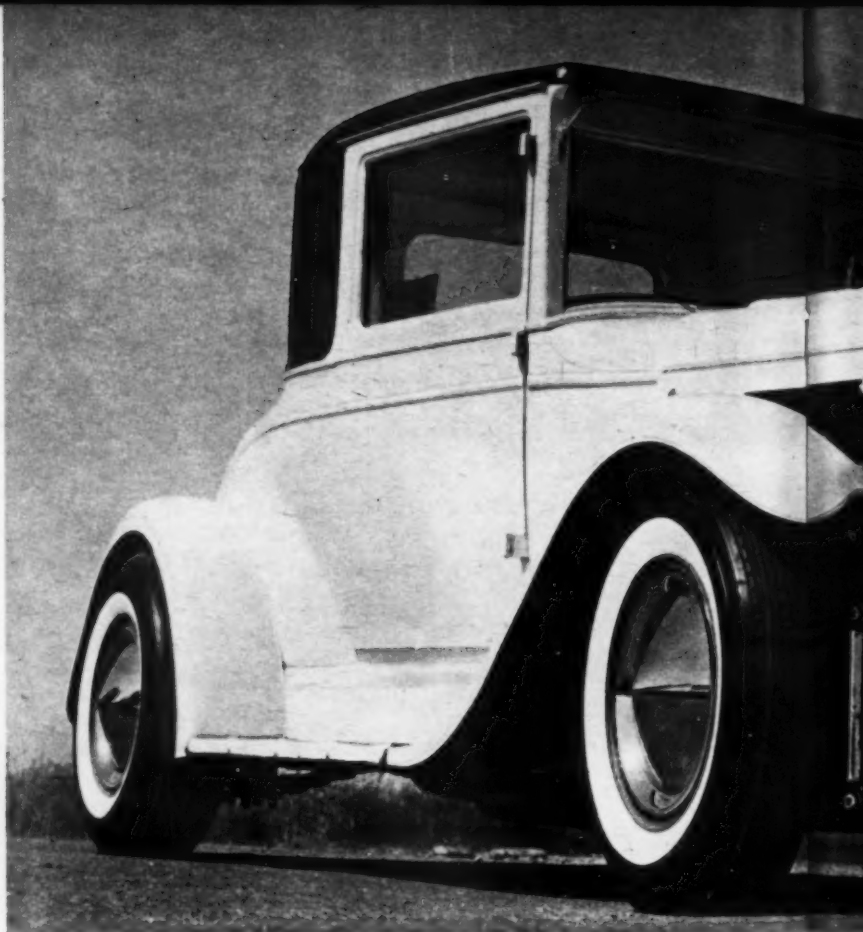
**REYNARD'S  
RACIN'**  
**ROD** continued



**ROD & CUSTOM**

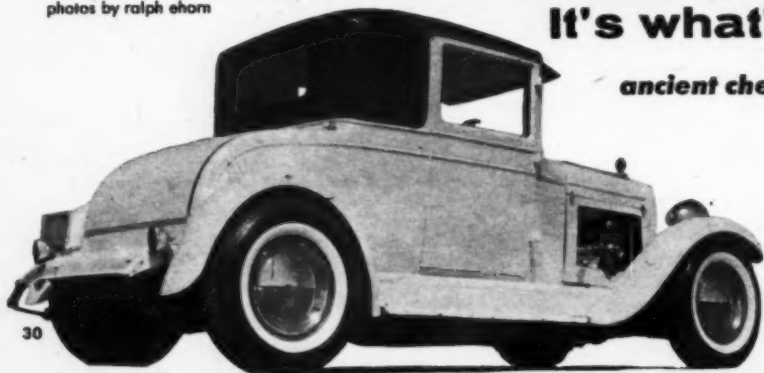


Overall lines of Fox's roadster are very clean and appealing. Engine sits just behind sturdy roll bar in T cockpit. 3<sup>19</sup>/<sub>16</sub>" bore and 4<sup>1</sup>/<sub>2</sub>" stroke give the 1951 Chrysler V8 a total of 401 cubic inches. Grant forged blower pistons with American Hammered rings give 8 to 1 compression ratio. Iskenderian cam and lifters actuate Smith Bros. pushrods and 1<sup>15</sup>/<sub>16</sub>" valves. Cragar manifold mounts 6-71 GMC blower and Hilborn injectors. 24 lb. Crower flywheel and Schiefer clutch send on power to in-and-out trans, '40 Ford rear end with Holibrand quick change. Nine inch M & H slicks mount on very wide rear wheels made by splitting Lincoln rims and welding widest halves together. Rear end is solid-mounted to frame, brakes are Lincoln with Buick linings. The entirely chromed front suspension consists of dropped and narrowed '40 Ford axle, Harley-Davidson wheels, Avon tires and friction shocks. Steering is reworked '21 Franklin. Knowing the foregoing details, it's easy to see how Jim figures there is \$5000 and 2500 manhours in the roadster.

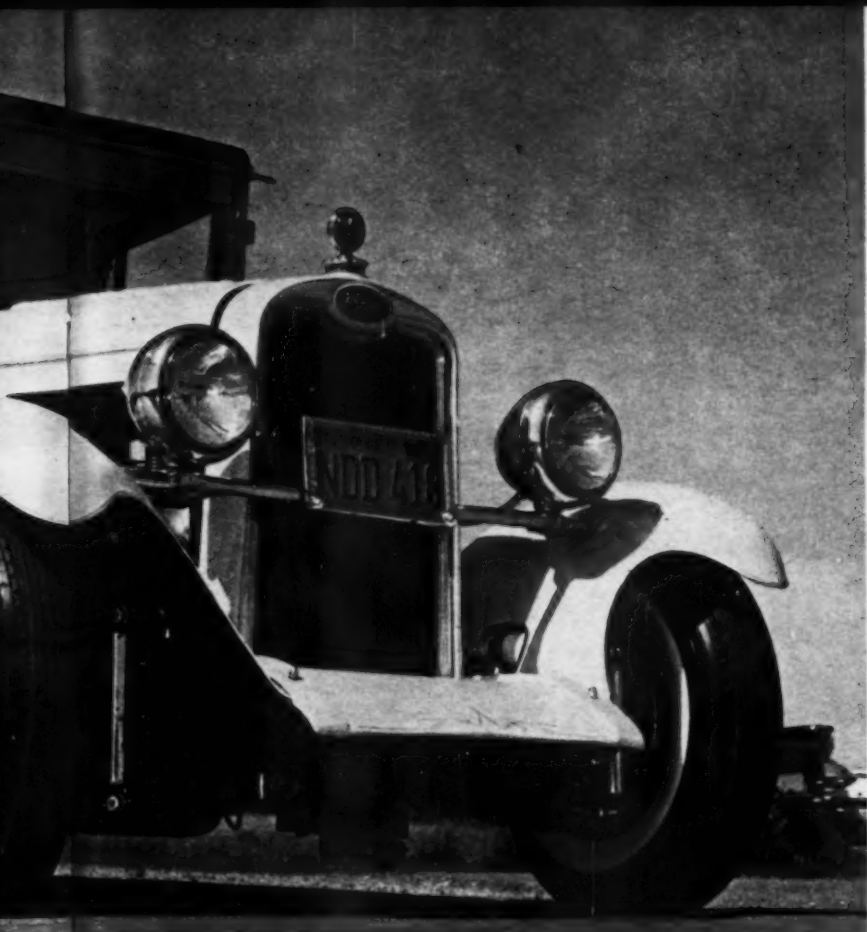


photos by ralph ehorn

**It's what's**  
**ancient chevy**



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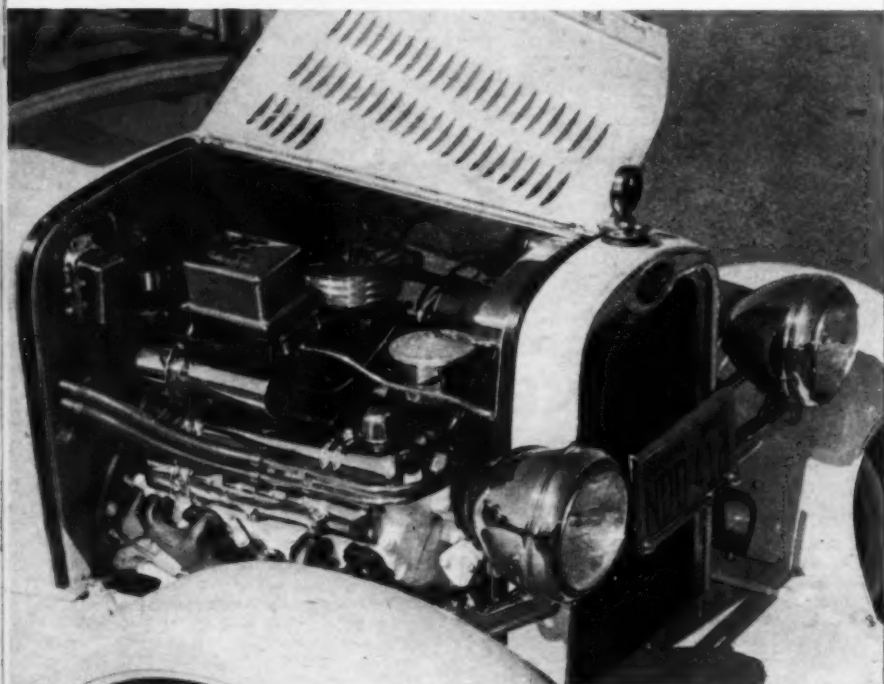
## **UNDERNEATH** that counts

***hulk covers late suspension, mill***

At first glance, Victor Longhi's 1928 Chevrolet soft-top coupe looks like just a nicely kept stocker. However, the second and third glances reveal a great deal more. Neatly tucked away under the front fenders is the suspension from a '50 Chevy and under the hood lurks a Buick V8. The resultant handling and performance is a far cry from the days when the car was new.

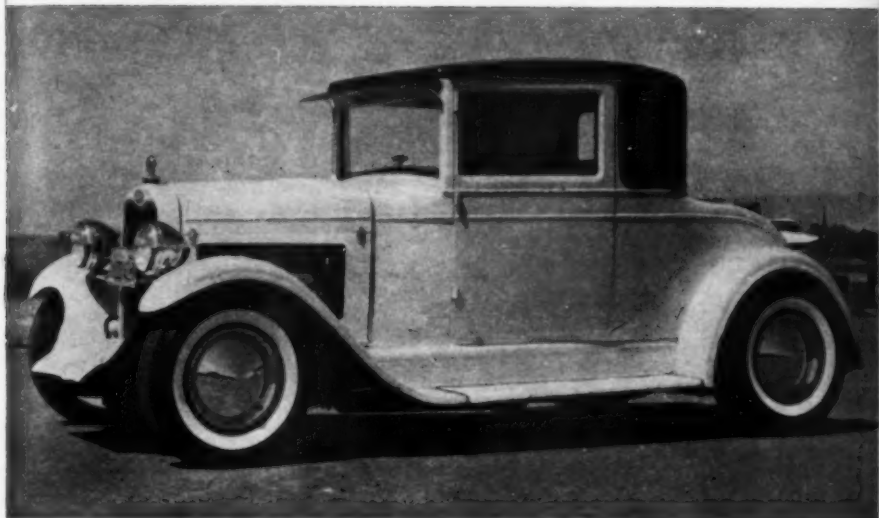


Modified '50 Chevy front crossmember has been mated to '28 frame. Front and rear shocks are from '52 Dodge. Small openings have been cut in fenders to clear suspension. Backing plates and shocks are chromed. Stock 32" '53 Buick fits nicely under louvered hood. Power steering is from '55 Pontiac and brakes have Buick vacuum power unit. Exhaust is routed through Cadillac mufflers. Headlights are sealed beam. Transmission is '37 Buick case with '53 gears.





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## It's what's **UNDERNEATH** that counts

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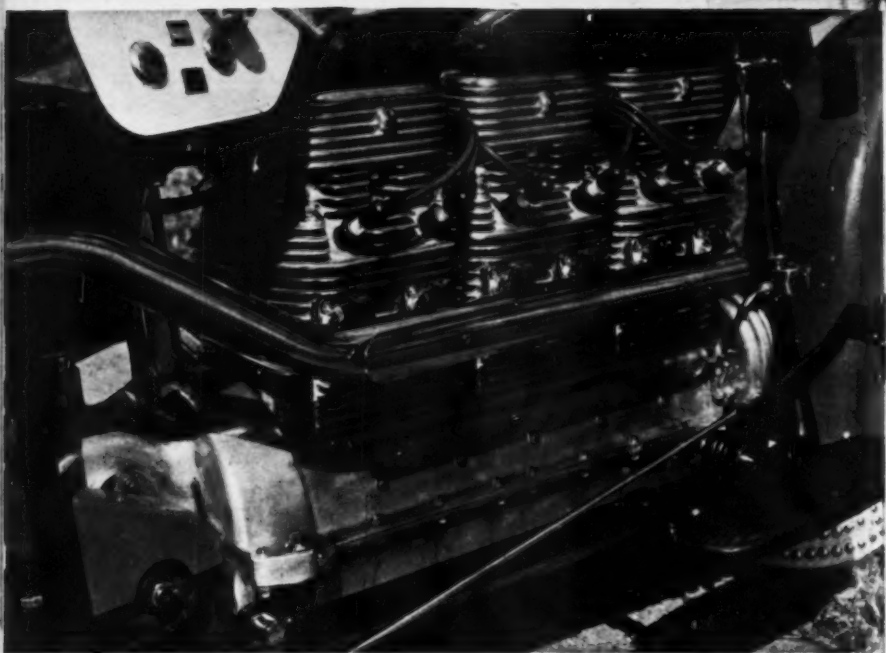
Golden Rod Yellow enamel paint is set off by original-type black grained top materials and 15" whitewalls with clean wheel covers. Door handles have been removed, although visor over windshield and MotoMeter were retained. Original taillights are used and Vic is now in the process of installing bumpers. Hood panels have large openings to display engine brightwork. Pearl and black Naugahyde upholstery grace seats, door panels. Hand-made aluminum dash has two Stewart-Warner panels with full range of instruments. Original steering wheel tops chromed column. Autronic Eye headlight dimmer is mounted on top of dash. Car was built by Con Daly in Vic's home town of Eureka, California. A total of \$4500 has been invested by the two owners up to the present.



OM

MARCH, 1961

33



photos by kilborn

**FANTASTIC!** Let's go for a ride on the only six-cylinder motorcycle in the world! Herbert J. Ottaway, long time steam enthusiast and owner of the finest restored 1901 Locomobile steamer anywhere, built this machine himself over about a 26 month period.

Ottaway is part owner of Wichita's largest amusement park, not only that, but he and his brother have one of the finest collections of steam powered farm machinery there is. This background of welding, machining and restoring necessary to amass such a collection, set the stage for his "Super 600".

Working in the well equipped shop at "Joyland Park", Herb took two 1940 Indian Fours and, cut them 2½ Cylinder and 3½ Cylinder respectively. To assure a perfect match he turned bar stock to fit the cam and crank journals, and slid the two halves on them. These served to line the blocks perfectly. Then after the welds had cooled, Ottaway drew upon his extensive knowledge of

welding to cool and heat the new block in the right spots in order to shrink the metal into even better alignment. This done, to insure perfection, Herb had all gasket surfaces ground .010. (Look closely at the photos, you'll notice all the crankcase bolts are evenly spaced but two, that's where the two Indian 4's were joined. So help us you can't see a mark! Even the fins in the crankcase line up perfectly.)

Now that the block was done, Ottaway's troubles had just started; where was the crank to come from? From a 140 lb. 5" x 26½" bar of 4130 steel! Two hundred hours later Herb had a fully machined and counter weighted crankshaft, and 110 lbs. of steel shavings on the floor!

Indian "Scout" pistons were added to the setup and the whole assembly sent off to Chet Wilson Balancing Service for the full treatment.

Of course a new cam, of 4130 steel, was next. Taking one of the Indian "4"

cams to D. A. Clem Co., Ottaway had the original lobe contours duplicated, and grinding began on the 6 cylinder version. Being as the Indian mill turns opposite to a car; trouble might have developed. However, the Indian cam is gear driven so it turns the same direction as a chain driven auto cam. Subse-

quently the "Super 600's" cam was indexed from a Plymouth "6". After grinding - the cam was hard faced and similarly prepared for service.

Naturally a four cylinder ignition won't fire a six banger - so an Auto-Lite distributor from an industrial fork lift "goose" was pressed into use.

## FROM 4 to 6

**plains state "Indian" is reworked without reservation**

by ROGER KILBORN

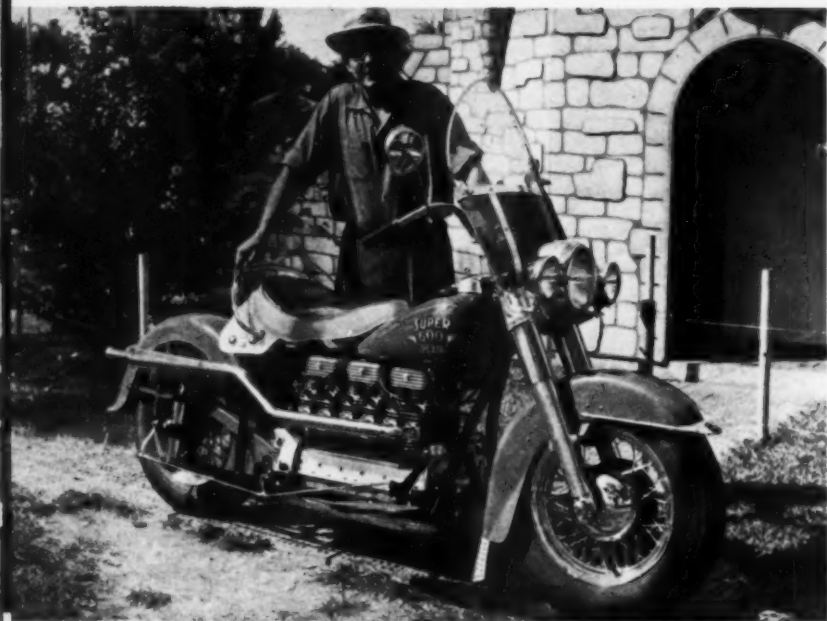
Perfection is the word! Engine appears as if it were manufactured originally as a six. Oil pressure guage can be seen just ahead of exhaust header. All bolt heads are plated.



General appearance of bike is excellent and uncluttered. Additional length of 7 $\frac{1}{4}$ " is not overly apparent. A Harley front fork is used.

MARCH, 1961

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Herbert Ottaway stands proudly next to his one-of-a-kind Indian 6. Herb did machine work on conversion himself, including 4130 steel billet crankshaft. Horsepower is estimated to be 85.

## FROM 4 to 6 continued

Now the "Super 600" was assembled. Displacing 120 cu. in. with  $2\frac{1}{2}$  x  $3\frac{3}{8}$  bore and stroke; L & L carbs with Harley air cleaners; running 6.5 to 1 compression and the relatively mild 1940 type cam timing the six figures out at only about 85 hp. But then Ottaway states that, "I didn't need it *real* hot!"

Next the '40 Indian "4" frame fell under the torch, and everything including brake and shift rods was lengthened  $7\frac{1}{4}$ ". Ottaway used entire Harley front fork, plus Harley-Davidson seat and rear fender. Rear wheel, tank and frame are Indian. Cycle runs 500 x 16 tires and wheelbase is now 68". Paint job was worked out with another Indian "4" owner in exchange for spare goodies. \$350.00 was spent at Kansas Plating, Inc. for chroming such items as Herb's hand formed exhaust

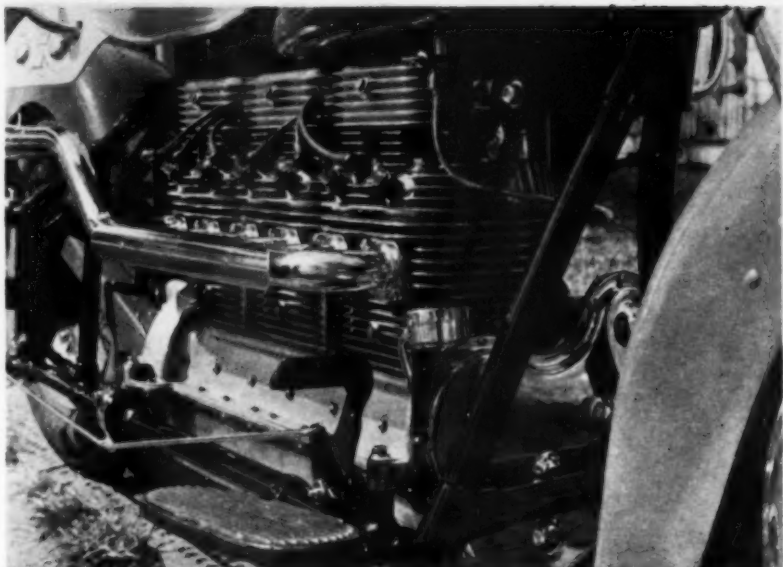
header and just about everything else that would come loose.

The pictures were shot at the "Alice in Wonderland" section of Joyland Park. We followed Ottaway in a car, and although we could see what appeared to be a Harley with an upswept exhaust pipe, we kept hearing a throaty Austin-Healy "6" up there! Weird!

Finally after the camera was stowed away, and vital statistics written down; Herb said, "Well, if you're gonna write about this thing we'd better take a spin." "We thought you'd never ask," we said, beating him to the machine's side by two full strides.

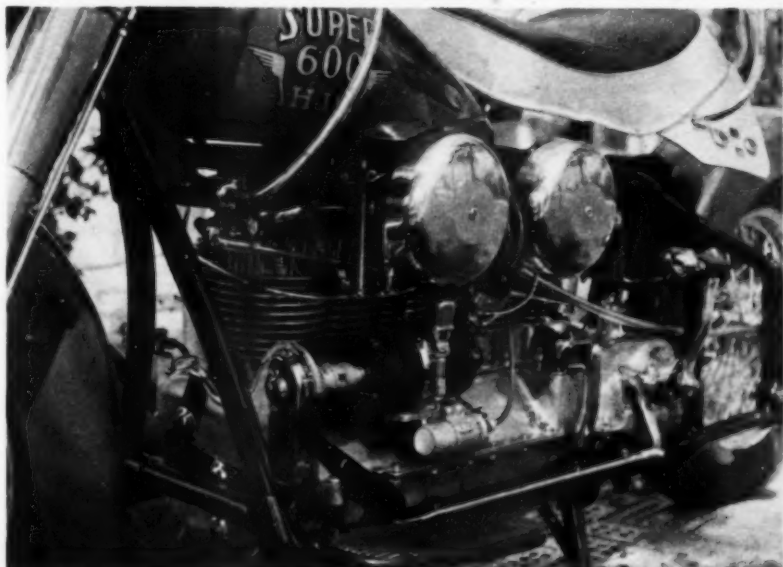
You've never had such an experience in all your born days. Imagine a machine with enough torque to slip a heavy duty Indian "4" clutch at 40 mph

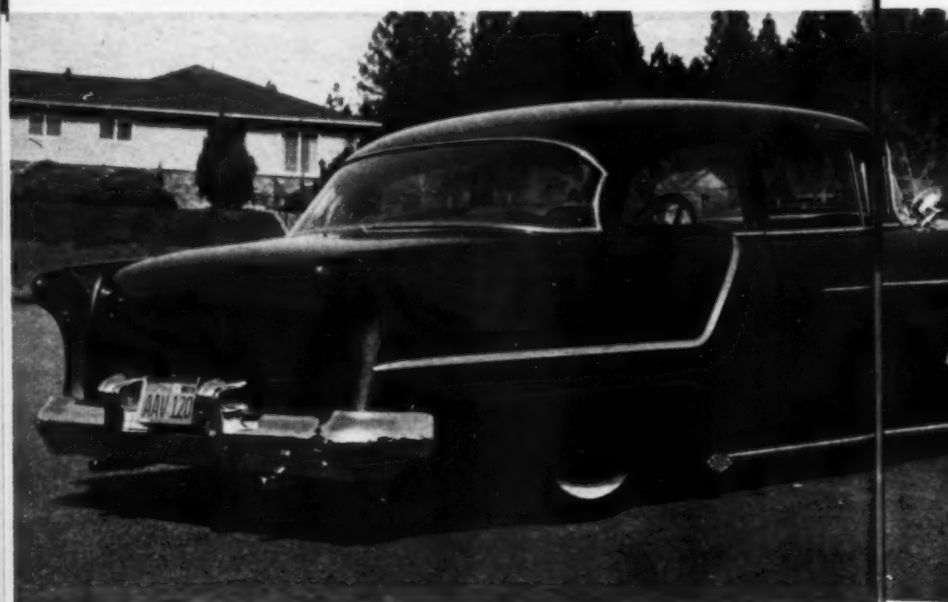
continued on p. 63



Right side view of engine shows brake pedal, foot rest and engine mounts. The exhaust was handmade by Ottaway. Frame is Indian cycle.

Opposite side has carburetion, ignition and generator. Clutch is operated by the left foot. Distributor from 6-cylinder fork lift is used.







The same color and just as tasty as a candy apple is Calvin Keeman's '53 Oldsmobile from Chico, California. Mild customizing coupled with the bright paint make an eye-catching car without the use of extreme paint trim or other fads. All hood trim has been removed, upper grille molding is frenched to hood and fenders, '53 Buick headlight doors frenched. Cadillac bumper bullets replace original bar and are backed up by chrome mesh with seven more bullets. Door handles have been removed; full length lakes pipes, spotlights, Cruiser skirts have been added. Rear fenders are extended with Packard lenses frenched in. All deck trim was removed. Plush interior is done in two-tone maroon leather with white fur as carpet. Frame was Z'd to lower car properly.

## CANDY COATED CUSTOM

a  
red and  
ready  
rocket







# MAD SCRAMBLES

*smallest cycles stage biggest bash*

photos by East



It was sure to happen — as surely as the karts became popular and had championship races — so have the mini-bikes! Go Kart Raceway, Azusa, California was host for Mini-bike National Championship Races.

Top photo shows start of A Class road race. Moto-cross scoring system was used to score total points in road races, dirt track and hare scrambles events. Don Matthews (left), shows form needed to win B Class.

Flat dirt oval track was big change from asphalt road course and provided spectators with plenty of action. (Right) Bikes are very tricky to handle on loose surfaces due to extreme shortness and light weight.

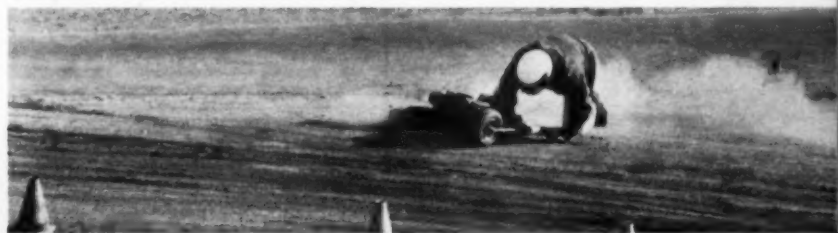
ROD & CUSTOM



"What Every Well-Dressed Mini-bike Rider Should Wear"—Don Matthews contemplates the outfit of Ben Iskenderian as they wait for dirt track event. Ben still has Tiny Bear number plate.



Johnny Gibson, known for his dirt track riding on full size bikes, leads pack through turn in flat track competition. Traffic was usually thick and made small circuit seem even smaller.





Start of B Class scrambles finds Bob Cody and Gary Lynch out in front and going all out toward the jump. Scrambles course included both asphalt and dirt tracks.



Top of banked turn on road race course made fine jump and introduction to dirt. Compsters Dale Herbert, R. W. Fosberg became airborne here as did most riders.

## MAD SCRAMBLES continued



### CLASS WINNERS

#### A CLASS

- 1st—Pat Dale
- 2nd—Duane Smith
- 3rd—Fred Miller

#### B CLASS

- 1st—Don Matthews
- 2nd—R. W. Fosberg
- 3rd—Dale Herbert



Compster Duane Smith col

Dust



Duane Smith calmly looks over track far below. "Look, Mom, nothing but hands!" It's the only way to fly.

Dust and reversed bank turn make tough going, as Bob Cody of Boulder City, Nevada, finds out.





photos by woody higgins



## **collision marked the beginning — not the end**

Due to having both sides wrinkled up in local traffic tiffs, Ray Sisson Jr.'s '55 Chevy convertible ended up in the body shop in Glen Burnie, Maryland. It seemed like the logical time for a bit of individualizing, so more than the wrinkles came under torch and hammer. The hood chrome cleared, front fender seams were filled and quad '59 Chevy headlights were frenched under stock shades. Ray built the grille, using 42 cabinet knobs in the stock trim. Vertical side trim and trunk chrome also were discarded. Rear fenders were extended 4" and '60 Chrysler lenses frenched in. Topped off with Packard Lilac lacquer and black and white Naugahyde interior and a 270 Chevy V8, it was ready for the road.



## **LILAC LIMOUSINE**



rod & custom picks...

# THE WORLD'S MOST OUTSTANDING CAR CLUB

as reported by NELSON DEWEY

EVERY SO OFTEN, there comes to the attention of this magazine, a car club that deserves all the publicity it can get. Such a club is the Squirrels of Smogburg. Throughout the past year, the Squirrels have engaged in a fantastic amount of public-service projects. They spent a month in all-out effort for the march of nickles; holding daily car shows, turkey raffles, chicken raffles, egg raffles, and a variety of other efforts. For some reason however, the march of nickles people seem to blame the Squirrels for leaving them \$100,000 in debt.

Undaunted by such publicity, the Squirrels continued on their crusade of dogooding. They built a dragster, but unfortunately, no picture was ever taken, since they decided to stage a drag race for charity as soon as it was completed. It may have been fate, but for some reason, the Squirrels decided to hold their race down the main street of Smogsborg. Smogsborg, by the way, gets its name and usual weather condition from the fact that it lies down-wind of Los Angeles. The driver of the chain-saw powered dragster didn't see the parade until it was 8 feet away and he was traveling at 140 mph.

Recently, at the request of  
the mayor, the Squir-  
rels have confined  
their activities  
to thinking good  
thoughts and helping

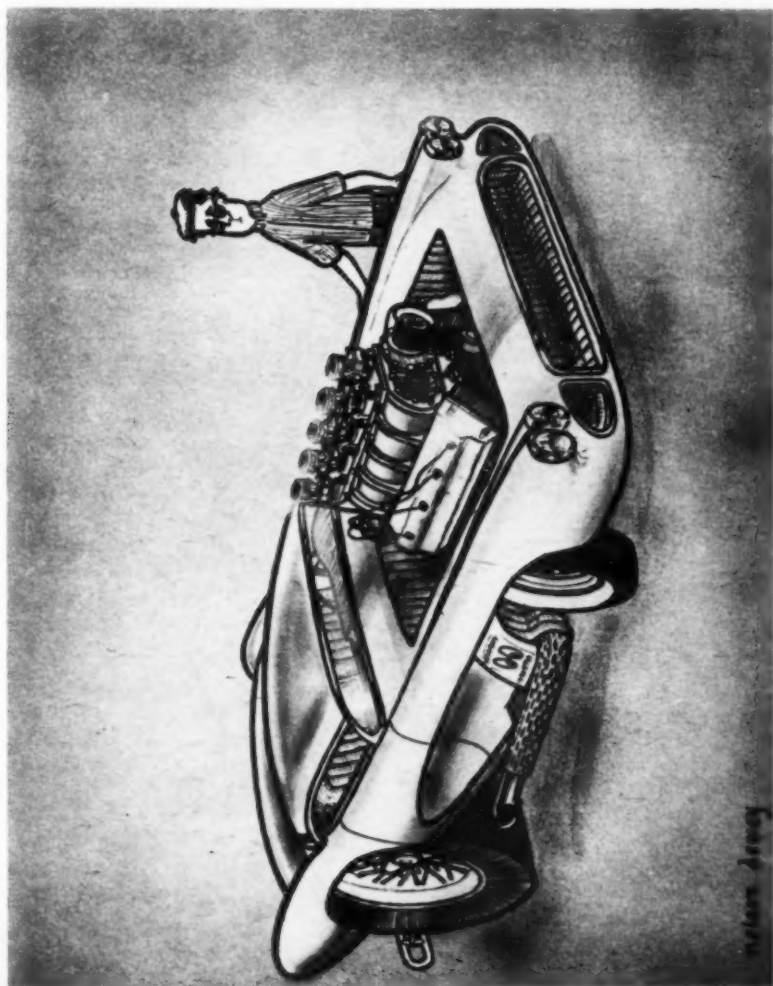
Boy Scouts across busy streets.

To better acquaint you with the members  
of the club and their unique equipment, a brief rundown of  
some of the more noteworthy lads follows on the next few pages.



This 1958 Corvette is owned by Ron Repsac, the president of the Squirrels of Smogburg. It is powered by a Chrysler engine, bored, stroked, ported and relieved and runs off of a modified McCulloch blower and five two's on an Honest Ichabod manifold.

Other modifications include tuned spark plugs and an Iskanonni cam. The body work includes a chopped top, an aluminum nerf bar and an Honest exhaust pipe. The rear axle was slightly chopped to fit the 16.70 x 15 slicks under the body. The car has the distinction of being the only one in the world with rolled and pleated pocket lint upholstery for the interior, wheel wells, blower belt, and radiator. Ron has the world's record for leaving the school parking lot where he attends; 85 mph out the lot exit. He also holds a record for tickets and violations.

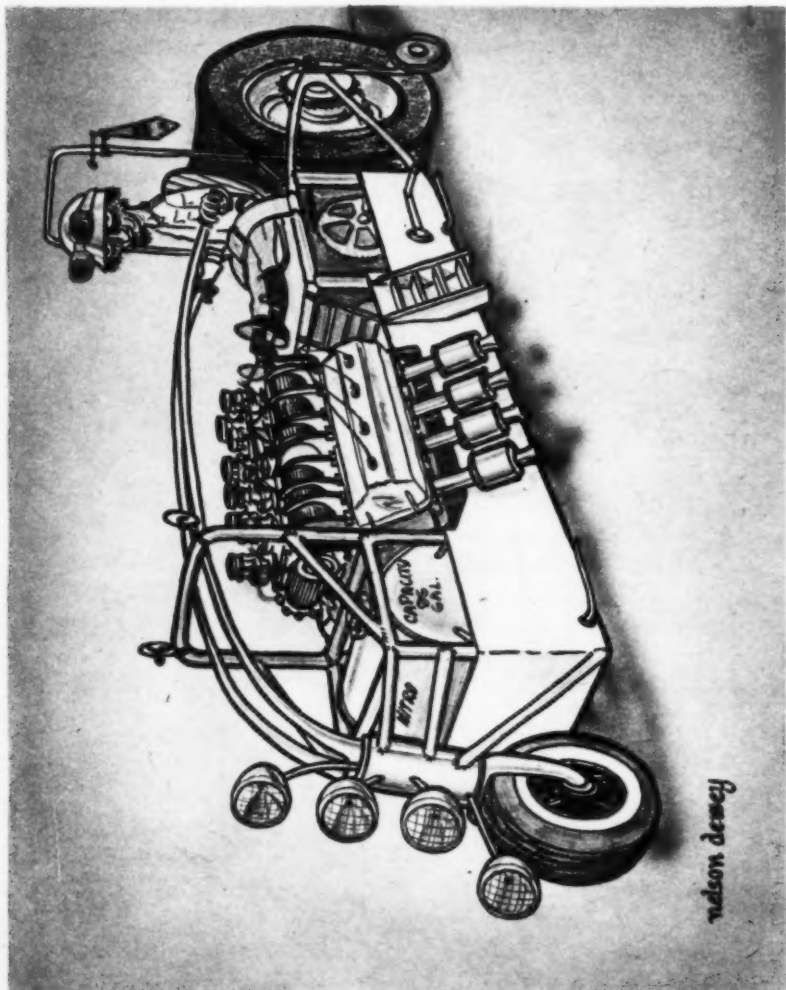


## CAR CLUB

continued

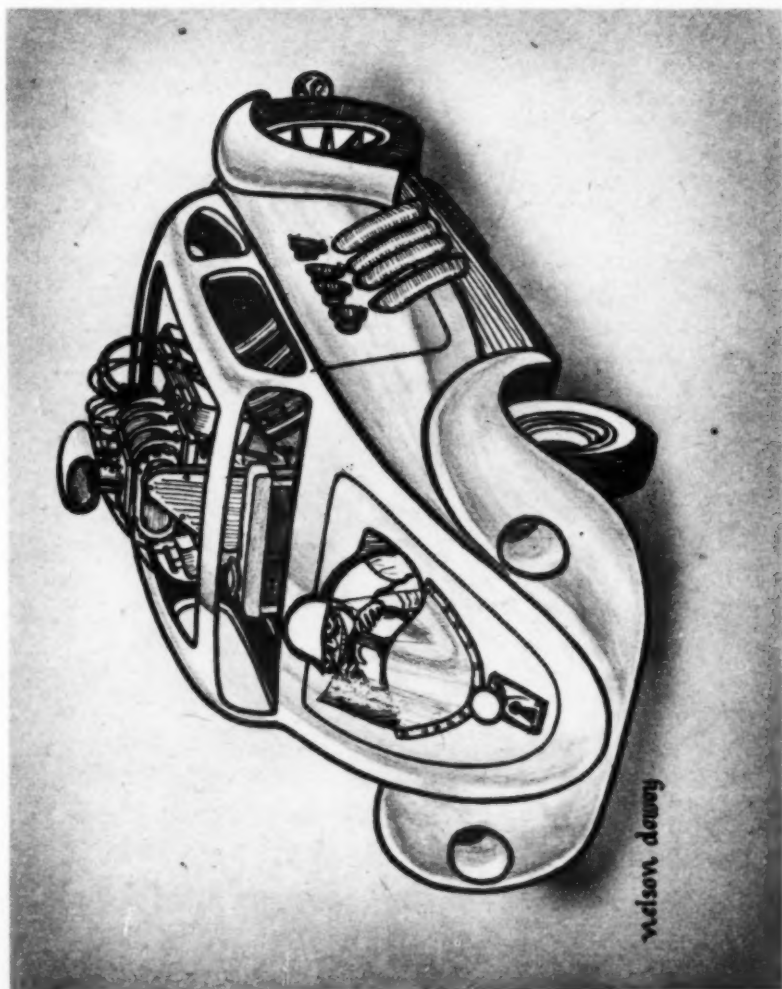
Marvin Quarg is a real cycle fiend. He was ousted from 17 cycle clubs before he found his way into the Squirrels, by paying triple dues. Unhappy with the performance of his previous cycles, he built this Chrysler powered monster. The mill turns two GMC 9-71 blowers, which are reversed, taking power from each end of the engine. The cycle has many interesting features, including the chrome kick-starter, the quad headlights, the automatic turn-signals and the longest risers in the world.

Marvin has had several slight mishaps, since the front wheel cannot be turned more than eight degrees, and he has a habit of finding 45 degree turns. The cycle measures 23 feet long, four feet wide and seven feet high, and has been hung up on 35 manhole covers in one day.



Ray Dask is the proud owner of this 1948 Volkswagen. Powered by a slightly modified, fuel-injected, blown Corvette engine, the car has been running in the low 9's and topping 170. The driver's compartment is in a novel position to make room for the 700 cubic inch mill. The car may seem to be smiling at you, but this is just due to the recessed quad headlights. The exhaust headers are by Stutz Bearcat, the doorknob courtesy of Alice in Wonderland, and the slicks are built up from 20 gallon oil drums.

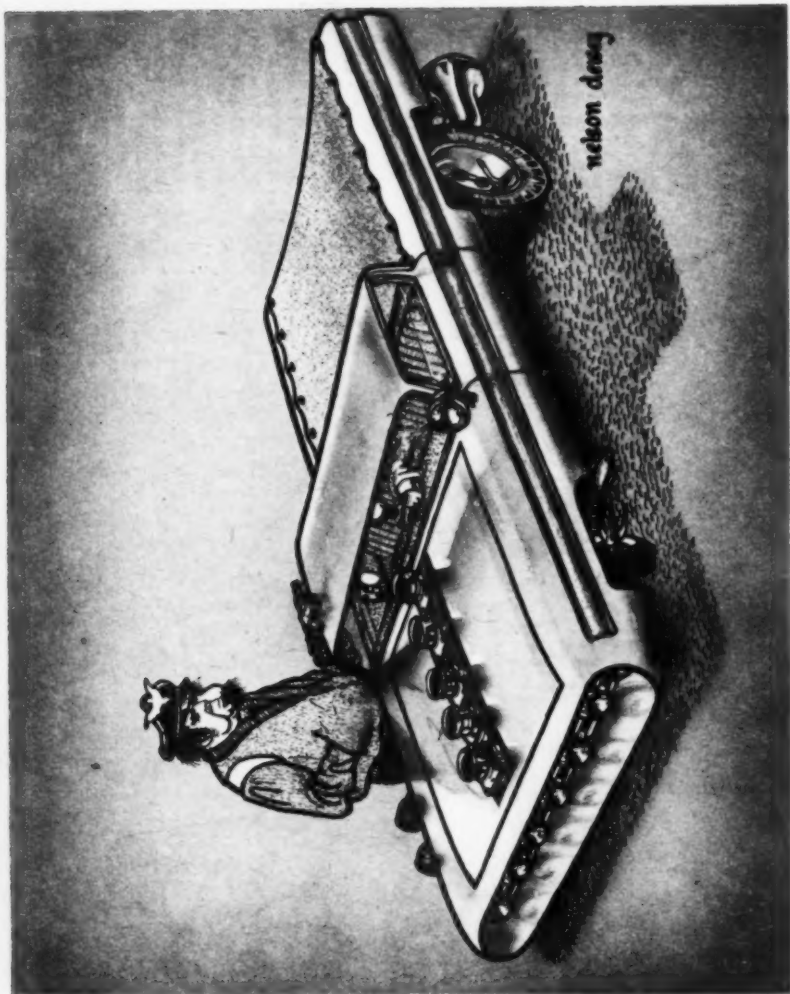
Ray is seen here as he completes his fourth month in the car, nonstop, since he can't reach the doorknob to get out.



## CAR CLUB

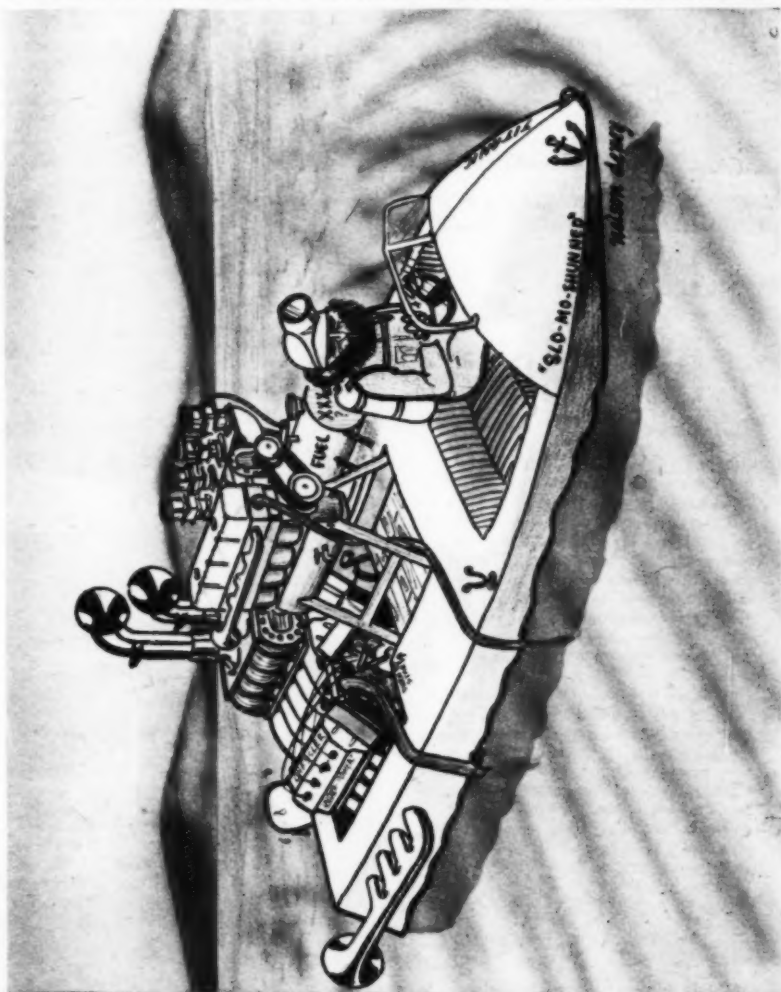
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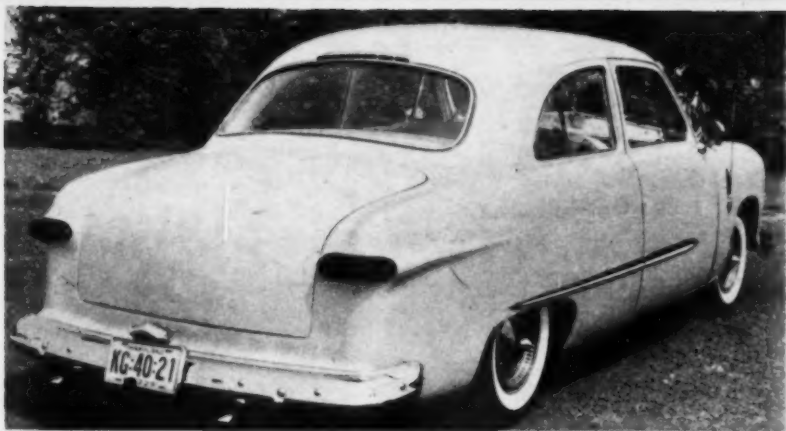
This customized 1959 Falcon 4-door is owned by Larry Muckie. It is chopped, channeled, sectioned, and slightly bent. Larry wanted a pickup truck, and he liked Fords, and Falcon hadn't come out with one until months later, so he built his own. He found that he wouldn't have any room left for his feet if a larger mill was installed, so he modified the original one. He bored it to 400 cubic inches, installed five two's on a Judson blower and scavenger exhaust pipes. The carburetors eliminate the need for windshield wipers, since bugs, dirt and rain are sucked into them. Custom features of the car include: the hand-made spinners pilfered from a Ben Hur movie location, the caterpillar-skin tarp and the turn signals with the headlight centered between them. Use of the quad slicks has helped the car to a speed of 177.001 with an e.t. of 6.9 secs.



This boat-dragster, owned by George Finque, is famous for its test runs through swimming areas all over the U.S. It is powered by two modified 495 cubic inch Chrysler engines run off of a fuel-injected GMC 12-71 blower turned by a Model-A engine run off of a GMC 4½-71 blower with four two's.

The woven seaweed upholstery and one blade of the five propellers can be seen here as the boat waits, out of gas, after turning 240 mph in 37 feet. Better speeds are expected when a larger fuel tank is installed, giving a range of at least 50 feet. George is seen here just after he has climbed back into the boat, since when the boat runs out of gas, it stops dead in the water. This causes the driver and any other loose objects to be thrown for about a half mile. George has turned 165 in the quarter, but it wasn't official, since he wasn't in the boat at the time.





## BLUE 'BOX from BALTIMORE

Just about the time we get to thinking everything that can be done to a "shoebox" has been done, we find one like this '50 Ford tudor which belongs to Jim Hood of Baltimore, Maryland. Best part of it, Jim tells us, is being able to do it yourself. Up front, Jim cleared the hood, then added four '56 Buick ports. Headlights are frenched, using '52 Mercury rims. Gravel pan was molded to body and parking lights were filled; two '51 Ford upper grille moldings frenched to form grille shell. Grille is mesh from '58 Ford with bullets added. Unique antenna mount was made from '47 Buick fender marker. Side trim is replaced by 1955 Chevy Bel Air. Door handles were given "deep six", hub caps from Plymouth painted with blue star and topped with bullets. New idea in taillights consists of '59 Lark lenses fitted into windsplits and frenched. Trunk and gravel pan also received filling treatment. Small scoop added above window. Blue and white interior matches Bedford Blue paint.







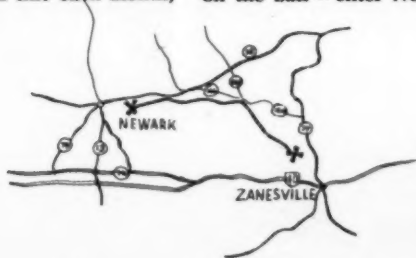
## ACTIVITY CONTEST GOES ON — ANOTHER NEW WINNER, ANOTHER NEW CONTEST

**W**INNER OF THE November Contest for Kart Activities is Al Lomas of Newark, Ohio, who will receive a prize from Bill Matthews Company consisting of a chrome-plated "Piggy-Back" fuel tank and special three spoke, racing steering wheel. Al writes that his idea can be done by karters in almost any part of the country. Old deserted roads or similar places can often be had just for the looking and asking of permission to use. Al's group found such a place between his home town of Newark and Zanesville, Ohio. Approximately thirty miles of old railroad bed was abandoned because of the Dillon Dam project on the Licking River and the track and ties were taken up leaving a smooth bed wide enough for six to eight karts. The course is most picturesque, abounding in rocky cliffs and paralleling the rapids of the Licking. Several small creeks enter the river and the bridges which once crossed them have been removed, affording some interesting terrain with water crossings. The course is used for Sunday jaunts or for competition, both racing and timed rallies or enduros. Naturally, for racing competition, everyone can get into the act as a large pit crew is necessary to man the frequent gas stops and help the karters ford the creeks. All in all, says Al, whether you are just karting for fun or entered in competition, it's great sport and it's *karting at its greatest!*

The March Contest is now up for grabs. All entries postmarked during March will be eligible. You can enter as many times as you like each month,

and as many months as you wish. You may win more than one prize, or a free subscription to R&C for an entry awarded Honorable Mention. Activities should be as original as possible, but may be something you or your club has been doing for months. Fun for the family with less emphasis on track racing should be the theme. Entries should be limited to 1000 words. In addition to the regular monthly prizes, you may win one of the Quarterly prizes for the best of the three preceding monthly winners, or even the Grand Prize for the Best Idea of the Year. Entries become the property of Rod & Custom and none can be returned. Judging will be based on appropriateness and ease of staging such an activity. In the event of similar entries the one with the earliest postmark will receive the award. As a bonus for usable photos depicting such an activity being staged, R&C will match the prize offered or pay \$25 cash to the winner. Quarterly prizes will have a value of \$100 or more and the Best Idea of the Year will have a prize worth at least \$200. Your chance to win over \$200 in prizes and cash lies in sending that entry, and photos which can be used in R&C, to Activity Contest, Rod & Custom Magazine, 5959 Hollywood Blvd., Hollywood, California.

March's winner will receive a *Carrera* racing helmet, especially designed for karting activities by McHal Enterprises, 725 N. Prairie Ave., Hawthorne, California. The *Carrera* will be equipped with a full face shield to protect the driver from cold wind and flying pebbles. Get on the ball — enter NOW! ●



# AR: N CEE

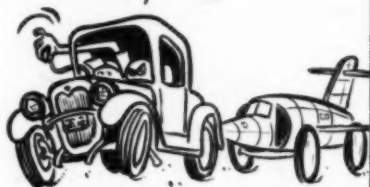
YOU MEAN... YOU'LL SELL ME THAT FOR THREE DOLLARS AND EIGHTY TWO CENTS....

THAT'S WHAT IT SAYS HERE... BUT DON'T SEEM RIGHT!



HEH... HEH... WAIT'LL THOSE BIRDS SEE ME

FORDS  
LOW PRICES

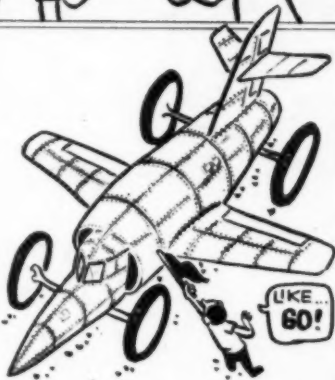


HOW'S COME YOU BOUGHT THAT?

DRAW MY BOY... DRAG!

YEA... BUT LIKE...

BUT... SCHMUT! ALL'S FAIR IN LOVE 'N DRAGIN'



LIKE... GO!

'CUSE ME MAN... POLICE ENLISTED MAN... I'M LOOKING FOR A SURPLUS SPACE SHIP THAT ISN'T SURPLUS... SEEN IT?

DRIFTERS  
L.A. HARBOR

MILLER

## • *off the sketchpad*

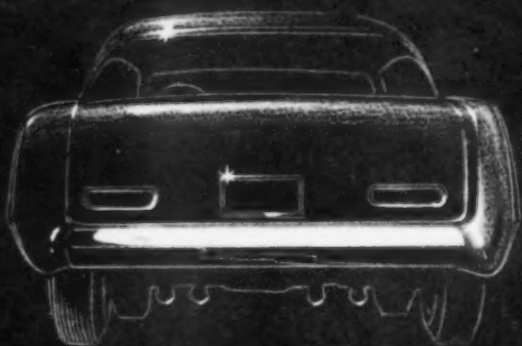
ONE OF THE most popular features to ever grace the pages of Rod and Custom in the past was a series, albeit irregular, entitled *off the sketchpad*. R&C is happy to announce renewal of this outstanding and informative work, to be conducted by E. T. Daniel, known to readers in the past for his work in this magazine on restyle sketches of the R&C 'Bird and progressive rework of the '50 Ford, both done several years ago. Daniel has recently emerged from the lion's den — GM's Styling Center — where he served for a term in advanced design groups. His knowledge and love of functional, bold automotive styling will be welcome.

## a '57 in '61

By Eugene T. Daniel



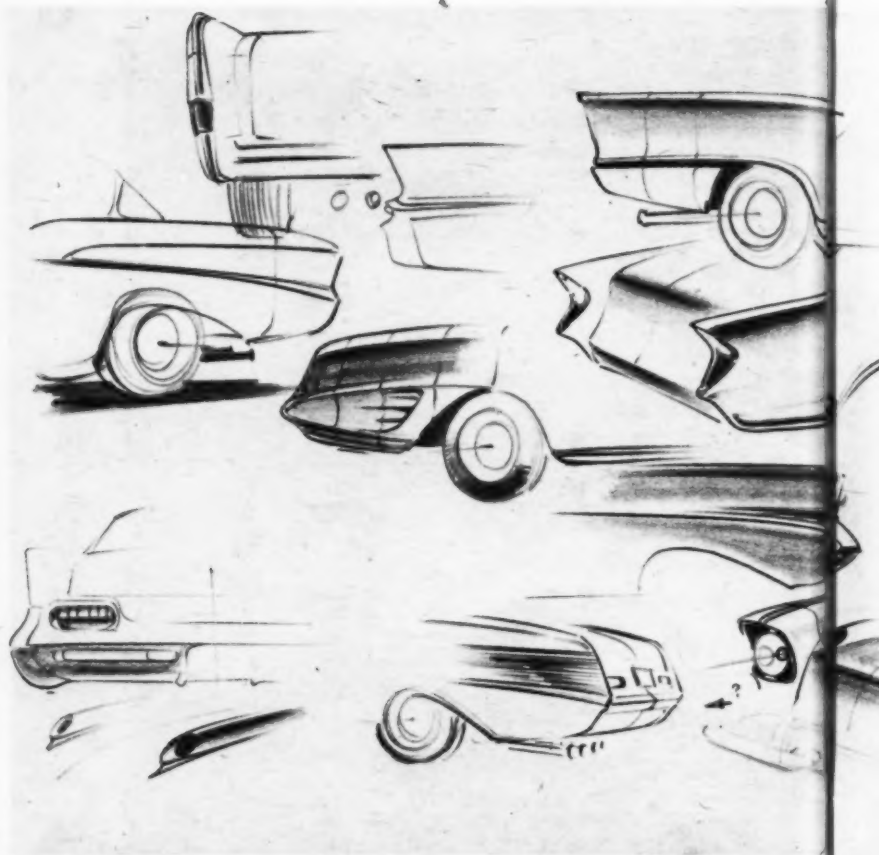
A real winner in anyone's popularity contest for custom bait is the '57 Chevy. In contrast to the usual treatment given this model with radical lowering, weird paint treatments, etc., Daniel has elected to take the bold approach with a competition look.



Streamline Chevrolet panels and Win up  
front, easy wheels, right side, slings  
and streamlined rear fenders and big  
chrome. This car is well along ahead.



**a '57 In '61** continued



A variety of themes are presented here indicating the trend of thought during initial 'thinking on paper' designing stages. Sketchy lines on some drawings indicate cross sectional shape. Corvette side panel and '61 Buick themes were explored, but discarded in favor of subtler refinement of existing panels at rear. Taillights are set in deck.

initial  
cross  
boarded  
deck.  
STOM

MARCH, 1961



Front view of '61-laid '67 indicates simplicity and going look achieved by use of Corvette 'mouth' and bumper. No grille was used, even to the absence of grillework. Headlights have been trimmed to keep with side to side with four supports. Head trim was discarded and replaced.



Dear Les:

What will I have to do to put one '56 T-Bird engine in my '48 Ford coupe? I want to couple a '39 floor box of Ford variety to said engine, but it previously had a Ford-O-Matic tied to it. What do I do to change this over? Thanks for the help.

Robert Teller

Bunker Hill  
Air Force Base

• Bob, the '56 T-Bird engine will fit nicely in your '48 Ford Coupe and not too much chopping has to be done either. You'll need a stock flywheel, clutch and pressure plate and a Cragar bell housing adaptor to the '39 Ford trans to couple these two together. Use the '56 T-Bird stock flywheel, clutch and pressure plate and with the adaptor they'll bolt together nicely. Motor mounts of the universal type are already available for this swap and literally bolt right on. Each installation is a little different, but these mounts can be purchased from C&T automotive or Dean Moon and can be shipped to you on request. Go to it man — it's cool sailin'!

Dear Les:

I have a '59 Chevy Biscayne and the ride is just swell — except for the wallowing it does when cornering. What would you advise to stop excessive lean when cornering without sacrificing too much of the soft ride? About how much would it cost. Also, since this storebolt is equipped with one 2-barrel, how do I go about getting 3 2-barrels with progressive linkage?

Bill Lynk

Evanston, Illinois

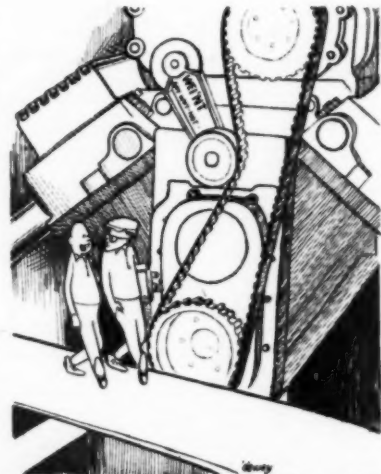
• This wallowing you speak of, Bill, is the new normal American ride, but you're like me and roller coasters are for the beach. We like to control our missile.

To remedy this, Traction Master Corporation has just newly released a torque kit for your Chevy, consisting of two torsion arms mounted from the differential housing to the frame. Brackets are included and two rear shocks are matched for the kit. This will take out the wallowing effect and will not cause the car to be too rough on the up and down motion. It gives a feeling of complete control. The kit complete runs about \$70.00. Its well worth it! You neglected to say which engine your car has although I assume it is a 283 c.i. engine due to the two barrel carburetor. A three pot manifold can be purchased from any one of our many advertisers, all real good, such as Edelbrock and Weiland. These kits can be ordered with linkage, less carburetors. Use your existing carburetor in the center and purchase the two end carburetors for a '60 Chevy 335 horse power engine from your local Chevy dealer and you're in business.

Dear Les:

I have a stock, one owner, 1959 Chevrolet with the following characteristics:

1. Biscayne model
2. 135 horse power, six cylinder motor
3. Straight shift
4. 18,500 miles



"How's construction on the rest of the car coming along?"



Most other cars of the same type get twenty or more miles per gallon of gas; my car averages less than fifteen. I usually drive about three-hundred miles on the flat, curveless Kansas highways, and less than 10 miles per week in town. My normal speed is between sixty and seventy miles an hour. New plugs, points and complete tune up have failed to increase gas mileage. Do you have any suggestions on how I can increase gas mileage?

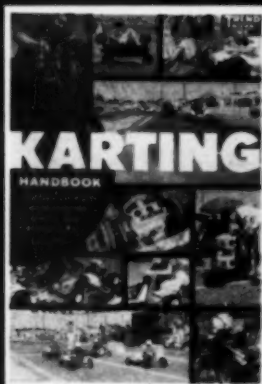
Donald Lungren      Manhattan, Kansas

• Don, Let me start to answer your question by saying that 95% of the mileage complaints we check out on our equipment are driver caused. We've found that an automobile has to be in real poor shape to use 30% more gas than a normal unit would use on an average check. This is usually caused by a peculiarity a driver has and he is probably unaware of it. For instance at constant road speeds say 60 mph some people just can't hold their foot steady and every time the throttle is moved a fresh spurt of gas which is unneeded at constant speed is dumped into the venturis through the acceleration pump dump tubes. Now as a check sometimes on your driving, find a level road where you can maintain 60 mph; attain this speed and then slowly release the throttle and see how much you can actually let up on the throttle before you loose any speed. You'll be surprised! The less throttle opening you have and still maintain your speed the greater the gas mileage you'll have! Now assuming you are a top mileage driver, three things could affect mileage greatly. 1. The power valve in your carburetor is vacuum controlled and spring opposed; the stem could be stuck open which would cause you to run a full power mixture at light cruise load or the carburetor may have a vacuum leak in the circuit that activates this valve. A first class carburetor man would have to check this for you. 2. The vacuum advance diaphragm on the distributor could be broken or leaking and there would be no maximum spark advance under light load high vacuum engine operation. This too would have to be checked by a competent mechanic. 3. Rolling resistance of the car could be the culprit. Check the wheels for brake drag and wheel bearing drag, also rear end freeness. Last but not least, air pressure in the tires; if top mileage is imperative 32 lbs. should be the minimum pressure used irregardless of tire make. These are suggestions and also we are assuming your engine is in real good shape compression and ring-wise, otherwise it's a mighty deep subject.

MARCH, 1961

## COMING IN APRIL ENGINE SWAP FOR EARLY FORD CHASSIS T'BIRD to TRUCK

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Please send me \_\_\_\_\_ copies of The Karting Handbook @ 85¢ each (covers postage, etc.)

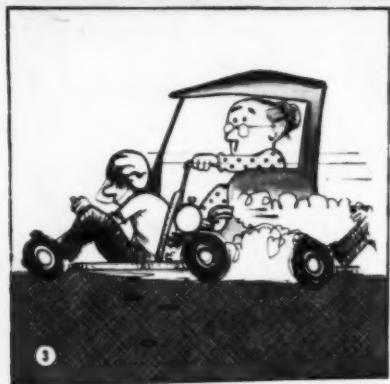
TB-195 RC-361

NAME (please print) \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

ZONE \_\_\_\_\_ STATE \_\_\_\_\_

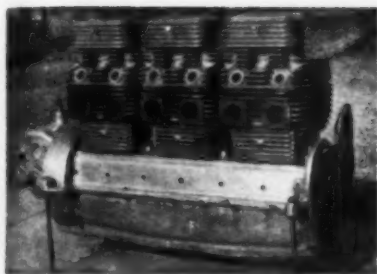


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MAR



Engine as it looked without accessories before installation into the frame. Two crankcases were used but the joining welds cannot be seen.

## FROM 4 to 6

continued from p. 36

just by turning up the noise a little too rapidly. Yet this same machine is docile enough to pull away from a 7 mph corner in top cog and no bucking.

Coupled with the fact that it's only weighing in at 700 lbs., makes it a wonderful cycle to ride. Yes, Ottaway *does* ride it and often. Somebody doped out on paper that it should do 130 with no strain.

Herb says, "I don't know why I built it. Just a mechanical nut, I guess like an alcoholic goin' fer another drink, I just like mechanical things... I spent 26 months building it, but about 10 more months before that fingerin' out how t' do it—th' cam'n all. I didn't make any blueprints. I had an engineer figger th' horsepower."

There wasn't a drawing in that shop, just a bespectacled gray haired father of three, and the magnificent tribute to an ingenious "mechanical nut." ●

View of lower end shows the counter-weighted crank, camshaft and gears, flywheel, gear box. Camshaft was ground to Plymouth specifications.



MARCH, 1961

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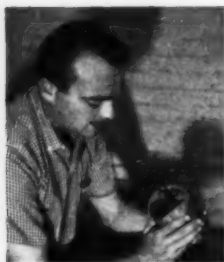
5959 Hollywood Blvd., Los Angeles 28, California  
HERE'S MY DOLLAR, send me **KART MAGAZINE** post paid, for the next five months.

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CITY \_\_\_\_\_

ZONE \_\_\_\_\_ STATE \_\_\_\_\_



**R&C** FAITHFULS WHO read every word of every issue will no doubt remember that I had some complimentary things to say in last month's "Just Chattering" about Leonard Harris, NHRA National Drags winner. I believed then, and still do, that Leonard's driving ability could be compared favorably with that of any other dragster jockey.

But in spite of his acknowledged skill as a handler, Leonard was killed; he died behind the wheel of a dragster, not his own, but a dragster nevertheless.

What I want to know is *why*?

Why is it that a skilled driver, in a car built by people who have been around racing a long time, running on a strip noted for its stiff technical inspection, can still get into trouble to the extent that even superior skill cannot get him out of it?

Don't look for the answer here, in this column; I don't have it — but I *do* know one thing: We had all better start looking for the answer to that question or suffer the consequences of having a "fun" sport turned into something more akin to Russian Roulette.

Some of the directions we could take in the search haven't been explored as fully as they could; take dragster *design*, for instance. I have yet to hear of anyone whose car conformed to the existing safety regulations being denied access to a strip, yet is within the realm of possibility that a car could be built to conform to the rules, and still be unsafe because of its basic design. The criteria right now seems to be "Well, it's a weirdo, all right, but its roll bar and scatter shield are O.K., so we'll have to let it run." Apparently anything goes as long as it makes it to the other end of the strip on the first run.

This theory could be tested by constructing a Chev V8 powered go kart replete with roll bar, safety belt, shoulder harness, etc. It would probably be allowed to run at almost every strip in the country — yet it shouldn't, obviously.

As I said before, I don't have the answer — but I think the technical inspectors shouldn't be afraid to force owners of radical machines to work-up their speed in 10 mph increments above 100 mph if there's any doubt at all about the soundness of the design.

Leonard Harris met his Maker in a conventional dragster — what about those? Perhaps the oft-expressed idea of licensing drivers to *the car they run*, allowing them to compete in "borrowed" machines only after a progressively-faster series of warm-up runs, is in order here. At Indianapolis, a driver's test is required before you're allowed to tour the course "at speed" — Why not at the drags? It certainly requires as much skill.

If you don't think so — well, ask Leonard. ●

— bp

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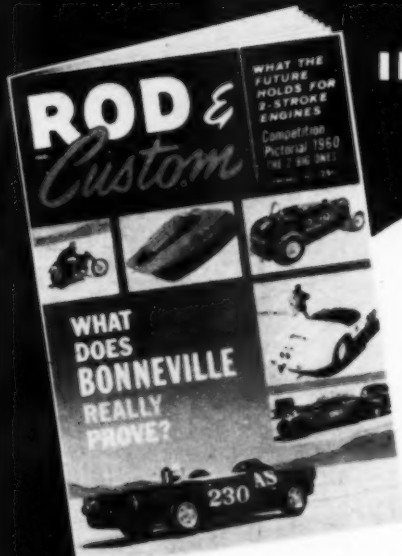
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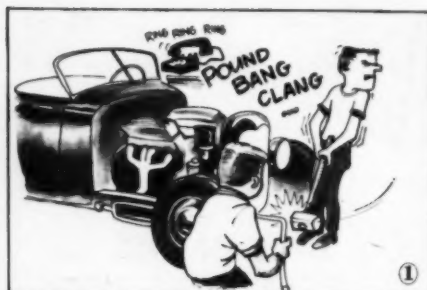
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